IN THE SPECIFICATION

Please amend paragraph [23]:

Figure 2 is a front view of a seat and seat belt assembly showing different installed positions of the seat belt force sensor incorporating the subject invention.

Please amend paragraph [24]:

Figure 3A is a top view of a seat belt force sensor.

Please add a new paragraph between paragraphs [24] and [25]:

Figure 3B is a perspective view of Figure 3A showing the seat belt force sensor installed within a seat belt assembly.

Please amend paragraph [25]:

Figure 4 is a side view of the seat belt force sensor of Figure 3A.

Pleas amend paragraph [46]:

A sensor assembly 40 for measuring the tension forces in the seat belt 22 is shown in Figures 3A-3B and 4. The sensor assembly 40 includes a rigid member that is preferably formed as a metallic plate 42 from 4130Rc39 material, however, other similar materials could also be used. The plate 42 includes a first end 44 that is attached via a loop connection 46 to material 43 (see Figures 1 and 2) that forms a portion of the seat belt 22 (see Figure 4) attached to the male buckle member 30 (as schematically indicated in dashed lines at 40 in Figure 2) or female receptacle 34 (as schematically indicated in solid lines at 40 in Figure 2),

and a second end 48 that is attached to a vehicle structure such as a B-pillar or seat latch mechanism 32.

Please amend paragraph [49]:

An electrical connector 54 is also mounted on the plate 42 adjacent to the strain gage 52. As shown in Figure 5, the strain measurements are generated as signals 56 that are sent from the gage 52 to the connector 54 and then to an individual electronic control unit (ECU) or microprocessor 58, see Figure 5. The ECU 58 can be incorporated into the connector 54 to include the necessary electronics and printed circuit board (as shown in Figures 3A-3B) or can be a separate component at a remote location on the vehicle, as discussed below. The ECU 58 processes the strain signals 56 to determine the magnitude of the tension forces Ft exerted on the seat belt 22 and sends a seat belt force output signal 66 to a central electronic control unit (ECU) or central microprocessor 60, which uses the seat belt force signal and occupant weight measurements to classify the seat occupant and to ultimately control deployment of the airbag 24. It should be understood that the ECU 58 can be a separate unit or can be incorporated into the central ECU 60.